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Hong Kong, 1st August, 1904. [a1451]

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Hongkong, 5th August, 1904. [a1192]

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L. NAKAGAKI,
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Hongkong, 23rd July, 1904. [1798]

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Hongkong, 31st October, 1902. [a145]

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Cool Rooms, Elaborately Furnished. Com-
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Hongkong, 2nd July, 1904. [1621]

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6th August, 1904. [a35]

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Hongkong, 29th April, 1904. [a333]

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[a33]

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37, DES VOUX ROAD CENTRAL, HONGKONG
From the University of Pennsylvania, U.S.A.
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Consultation Free.
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Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted. Electric Fans (if
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Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.

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Hongkong, 10th June 1903. [a1892]

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MACAO

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as to food, cleanliness, and hygiene of the place.
All comforts of a home.
A most pleasant retreat for these desirous of
a few days rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
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Macao is 40 miles south-west of Hongkong.
One steamer (s.s. *Hongkong*), daily to and
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Canton, give easy communication with both
these centres.
Cable Address—"BOAVISTA."
For Terms, apply to THE MANAGER.
[a224]

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to MACAO, thence to CANTON and back to
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68, QUEEN'S ROAD CENTRAL.
Hongkong, 21st September, 1903.

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PRICE \$16.50 PER DOZEN.

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ALEXANDRA BUILDINGS.

DEATH.

On the 17th August, at the Government Civil Hospital, HAROLD CLARKE, of Carmichael and Clarke. The funeral will be at the Monument at 6 p.m. to-day (Thursday).

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 18th August, 1904.

HUMANITARIANS, learning Vice-Admiral KAMIMURA's reason for not making sure of the two Vladivostok vessels that got away, will applaud his action in devoting all his resources to the rescue of the drowning men of the *Rurik*. Naval men, if any consider his conduct in that instance with a view to professional criticism, will be sure to say that it was a tactical mistake to let them away. Limited as its powers were, the Vladivostok squadron had already shown by its demonstrations in northern waters, and upon Japanese coasts, that it was a hostile force whose elimination was a very important desideratum indeed. With the Vladivostok squadron rendered absolutely hors de combat, Vice-Admiral KAMIMURA would have been free to co-operate more immediately with Admiral Togo. The importance of capturing or sinking the two ships he had already partially defeated, if not crippled, was so vital a necessity that all but the ultra-squeamish would have felt obliged to excuse him had he considered it his duty to continue the pursuit, leaving the *Rurik*'s crew to shift for themselves. There is nothing sanguinary in thus speaking: allowing the existence of war in fact, the adage that "what is worth doing is worth doing well" is still applicable, consistent with due observation of the permissible limits of violence as agreed upon by the international conference at Brussels, and more lately defined at the Hague Conference. Truces to alleviate the lot of the wounded are not expected until the objects of the particular engagement have been achieved. Had Nelson ordered the "cease fire" when the first ship of the foe went down, Trafalgar would not have figured as conspicuously in the victorious annals of England as it does. The subsequent course of history might also have been very different. There is even now no telling what mischief the Russian remnant, once repaired and refitted, may yet accomplish in revenge

for KAMIMURA's consideration. There is one item of the affair that is productive of satisfaction for the pro-Japanese observer. After this, any repetition of the allegations of Japanese inherent barbarism will be at a discount. Turning to the flight from Port Arthur, it has been a subject of conjecture as to the cause of that dash into the open, by a fleet that looked like sheltering beneath the forts until the end of the war. Was it that the adverse ending was within measurable distance, and did the Russians hope thus to save something from the wreck? Was it professional eagerness on the part of Russian officers to show that they too could bravely do or die? Or was it, as has been suggested, that the high angle fire of the attacking Japanese artillery was making their situation intolerable? The latest information on this head comes from REUTER, who says that the fleet left Port Arthur in accordance with an imperative order from Admiral SKRYDLOFF. This, of course, does not explain much; but information vouchsafed by some of the Russian officers who sought sanctuary in neutral ports suggests that part of SKRYDLOFF's scheme, at least, was the effecting of a junction of the two fleets, with probably some forlorn hope of a coup beyond that. With reference to this skulking in neutral ports, our comment forcibly presents itself for utterance. It is that with regard to breaches of neutrality, Russia seems to have a most imperfect idea of what may or may not be done. When Japan seems to transgress international law in any such way, Russian perception seems to be quickened; but recent St. Petersburg protests compel the assumption that there is no Russian equivalent for the philosophy of the Goose and Gander maxim. What is sauce for Russia would seem to be poison for Japan. The first breach of Chinese neutrality in the current war that we can recall was the Russian attempt to evade the limitation of the right of asylum at Shanghai, in the case of the *Mandjour*. The Japanese, up to the incident of the *Riesidini*'s seizure at Chefoo, have acted throughout with a scrupulous discretion, and whatever Russia has had to say about neutral ships, she has had no accusation to make until now against Japan. Now the Russian Minister at Peking is attaining a wonderful vehemence of protest, and has launched a complaint of complicity against China. REUTER quotes the words "cowardice" and "treason"; and China, with its usual susceptibility to loud-voiced complaints, is said to have demanded the restoration of the *Riesidini*. We would fain offer Japan *Punch*'s advice, in the form of an emphatic "Don't." One of the oldest authorities on international law gave it as his opinion that a belligerent might, *à titre de représailles*, continue in neutral waters a chase commenced in open sea. Whether this opinion still holds good or not, the Japanese commander at Chefoo has a better excuse than had the American commander of the *Chesapeake* in 1863. Abandoning altogether that perhaps weak contention, China has a perfect case for submission if Japan refuses to surrender the vessel thus captured. The President of France, in an arbitration between Great Britain and the United States, established as a principle that a belligerent attacked in neutral waters forfeited his redress against the neutral power if he attempted to defend himself. The Japanese account is that the *Riesidini* was the first to open hostilities at Chefoo. It is certain that the Russians there had recourse to violence. The Russian representative at Peking is therefore out of court. That precedent established by Russia's ally, just quoted, is not so unreasonable as its *prima facie* appearance seems to suggest. The *Riesidini*, in Chefoo, had the option of surrendering to Japan's unlawful seizure, and relying upon subsequent diplomacy to secure its release; or of violating the laws of neutrality by resisting. The minimum count against it is that it elected to try the latter remedy. So it is now a lawful prize. With regard to the sheltering of Russian ships at Shanghai, Tsingtao, and Chefoo, their continued abidance there must be subject to disarmament. A French army fleeing from the Germans in 1871 sought sanctuary in Switzerland. They had to disarm. In disarming the *Mandjour* at Shanghai, Russia has already submitted to the principle. Yet we find the Russian refugees talking glibly of trying to get back again to their bases. Very likely, if China finds sufficient backbone to insist upon their departure or disarmament, as the German authorities have already done at Kinchoao (*vide* to-day's telegrams), there will be more protests at Peking. We have now said sufficient, however, to prevent readers from attaching too much importance to the repinings of the Russian Minister.

The 489th case of plague was recorded yesterday.

The English mail of the 16th July was delivered in London on the 15th inst.

It is stated in the Ceylon papers that the *Prinz Heinrich* will be docked at Singapore.

The death is announced of M. August, Charrier, a director in Paris of the Russo-Chinese Bank.

A lady rifle champion has appeared at Bisley. Miss Florence Vivian Lewis, of Staines, made a score of 32 out of a possible 35 in a tricky wind.

A Japanese stabbed a Filipino with a sword-cane at Shanghai on the 7th inst. The assailant was a "mafficker," and was afterwards arrested.

H.M.S. *Terrible*, which is shortly expected here with reliefs for the Squadron, is bringing out some specially trained officers and men for the torpedo-boats.The *Talbot*, cruiser, Capt. Lewis Bayly, arrived at Plymouth last month from the China Station, where she has been relieved by the *Iphigenia*, cruiser, Capt. W. R. Fawcaker.

Holbein intends to make another attempt to swim the English Channel from Dover to Cape Grinez. Two other swimmers are also in training with this object in view.

In Kobe, a provisional attachment was effected on the property of Mrs. Euphonia Tomochy. The case arose out of a promissory note signed by Frank Tomochy, formerly of Hongkong.

"An unbeaten cricket team" is coming out on the *Terrible*. That is to say, at Port Said, Suez, and Portim, where the team played on the way out, they easily defeated all the teams they met.

Many of our Shanghai neighbours are being pleased by Sunday trips by water to Woosung. An hour's breathing of the cool sea breezes each way, a suitable hotel at the far end, and the opportunity of seeing the shipping, have made these excursions popular.

A Tokyo despatch values the damage suffered by Japanese companies through the Vladivostok squadron up to the present at 15,000,000 yen. The foreign steamers now chartered aggregate 200,000 tons, and when these are idle the loss incurred by the charterers must be very great.

How greatly the immense Tyneside shipping industry is affected by seizures such as that of the *Albatross* may be gauged by the fact that there were last month, partly in consequence of the war, forty idle cargo steamers laid up in the great northern river. This was an abnormal number for the time of year.The *P. & T. Times* notes that Dr. George Bishop, R.N., is once again on the China station in H.M.S. *Iphigenia*. Dr. Bishop was here two years in succession in the middle 'nineties, and was one of the sweet singing *Linnet*s. The gallant doctor was an A.D.C. man, and mounted "Naval Engagements" and the "Aren Belle," in which quite a number of present grave and reverend Tientsinners took parts.

Mr. G. P. Souza writes us, calling attention to the confinement in small cages of the puppies at the bird-shops. He considers it a case for the S.P.C.A. We have been to see the two shops he mentions, and do not consider there is sufficient to call for interference. Mr. Souza expresses a desire for some report of work done by the Society. So far as we remember, the Society's annual report is not yet overdue.

The Governor of Kiangsu (since appointed Director-General of Grain Transport) memorialises regarding the purchasing of 25,000 worth of mining machinery from a well-known foreign firm at Shanghai, for the proposed mint at Soochow. The machinery is capable of turning out 300,000 coins every 24 hours, and the profit derived from this source will be reserved for furthering reform in Kiangsu province.

The report of Mr. J. C. Shengle, official assignee in bankruptcy of the estate of Mr. Barney Well, as presented at the U. S. Consulate at Shanghai on the 12th inst., showed the net amount available for distribution to be \$3,500.38. Preference claims amounted to \$854.54, and the unpreferential claims to \$12,006.54. This allowed a final dividend of 20.5 per cent. The report and arrangement were sanctioned.

The famous old U.S. ship *Monocacy*, which was for so many years stationed in the river at Tongku, has at last come to an untoward end. It will be remembered that some considerable time ago she was sold to a Japanese firm, and last February, whilst carrying a cargo of coal from Japan to Chemulpo, she struck a rock and sank. A visitor to Tientsin who was in a passing vessel at the time witnessed the disaster. As the *Monocacy* went down in shallow water it is possible she may be raised.A copy of the second number of *The Bund*, the new Shanghai weekly, has reached us. We confess that the duty of saying what we think of our latest contemporary causes some tremors: the editor has been so severe upon his Shanghai critics who ventured to offer some advice. There was no avowedly humorous journal in Shanghai, and this paper (on sample) ought to meet an extensive demand. We found time to read it through, and found it entertaining. One excellent epigram occurs: "Alcohol is the chloroform which enables the working classes to undergo the severe operation of living." That applies, apparently, to other classes in the Orient. We feel obliged to endorse the *Echo de Chine*'s comment that *The Bund* is "parfois méchant," and to advise (for his paper's sake if nothing else) a little more decorum. The style altogether reminds us of the *Manila Sunday Sun*.

The Standard Oil Company, who have recently opened their own agency at Tientsin, have been busy raising land with the object of having a wharf between the I.C.R. and the Lu-Han railway wharves, where steamers will be able to discharge cargo.

By kind permission of Lieut.-Col. Iremonger and officers the band of the 93rd Burma Infantry will play the following programme at the Kowloon Hotel, during dinner, this evening (weather permitting):—March, "The Soldiers of the Guard," Livey; Overture, "Medusa," Elliot; Selection, "The Shop Girl," Ivan Caryll; Mazurka, "Slavonic Dance," Karolyi Klav; Selection, "Way down in Tennessee," Knowles; Waltz, "Sweet Briar," Lowthian; Barcarolle, "Characteristique," Contorno.

Here is the *Daily Mail* telegram that was quoted by *Reuter*, and fathered on the *Malay Mail* by most of our contemporaries:—"Singapore, Saturday, 16th July.—A large armoured cruiser, with two colliers in company, is stated to have been sighted by a British vessel on Thursday last proceeding westwards near the Straits of Malacca. She showed no colours, and is thought to be a ship detached from the Japanese squadron for the purpose of capturing the two Russian cruisers in the Red Sea, one of which is stated to have an immense cargo of coal on board."

To-day being the birthday of the Emperor of Austria-Hungary, Franz Josef I., the acting consul, Mr. N. Post, is holding a reception at the I. and R. Consulate, Prince's Building, between 11 and 12 a.m. Mr. Post invites members of the Austrian-Hungarian Community, his foreign colleagues, officials and other personalities. Franz Josef I., son of Archduke Franz Karl, second son of the late Emperor Franz I., was born in 1830. He was proclaimed Emperor of Austria after the abdication of his uncle, Ferdinand I. and the renunciation of the crown by his father, on December 2nd, 1848. He was crowned King of Hungary in 1867.

Experiments made in camphor growing in Ceylon appear to be turning out well. We know, says the *Ceylon Observer*, of several estates on which there are flourishing camphor clearings—one 12 acres in extent—and we have seen camphor trees in Ceylon 30 feet high. Little is known of the manner of distilling and preparing the raw camphor for the market, and growers can only obtain their information by experiments and at some expense: so that they are naturally reticent on the subject. The present writer has handled Ceylon-produced camphor valued by a home-firm of experts at 11s 6d per cwt. No doubt before long the first shipments of this new product will be made from Ceylon.The Governor of Kiangsu memorialises concerning the re-establishment of the Soochow and Soochow Government silk filatures at Soochow which were opened by Viceroy Chang Chih-tung in 1895, when that port was first thrown open to commerce. The capital was £15,000,000, 500,000 being taken from the Provincial Treasuries at Soochow and Nanking and the remainder subscribed from Chinese merchants at Shanghai. But owing to the slackness of trade the filatures were leased to a wealthy Chinese merchant in 1900, who lost more than £1,000,000, which have now been made up by him by pressure from the memorialist. These filatures are now leased to Mr. Fei Cheung-ying, who agreed to pay £15,000,000 as rent per annum, besides if possible the payment of the necessary interest and bonus. The filatures were reopened on the 1st June this year.—*Peking Gazette*.

It is proposed to convert the business of the well-known Hotel Metropole at Shanghai into a limited liability company with a capital of \$200,000 Mexican, divided into 2,000 shares of \$100 each. It is stated that the reason which has induced Mr. Biddle, the proprietor, to sell his business to a company, and offer a part of the share capital to the public for subscription, is that he requires funds in order to improve the appearance and structure of the Hotel, and he is confident that if this can be done, the hotel will soon become one of the leading, and on account of its position, most attractive hotels in Shanghai, and its earning power will consequently be greatly increased. Mr. Biddle has agreed to manage the business for five years. A dividend of 13 per cent. is anticipated. We understand that the stock is being largely taken up by the French community. The hotel has catered mostly for Americans.

Tea experts from India as well as Ceylon have recently been visiting Formosa as delegates of the Planters' Association, to whom the results of enquiries into the production of Formosa Oolong are being reported. The reports to the Indian Association are not being published yet, but we notice that the Ceylon expert (Mr. Kingsford) says in one of his reports:—"A very large proportion of the teas shipped are of poor quality, the very high priced teas are due to fine plucking, the most faulty teas to weak unpruned bushes with a very unhealthy and half-dead appearance. We have a good many photographs we took of tea in all conditions and districts. It is quite clear that there is no added flavouring matter. Appearance and pungency seem to sell better than mere flavour. The plucking is either very coarse with a heavy proportion of two and three-leaved boughs, or very fine, but the latter teas have more appearance and not much flavour. The teas appear to be almost as fully fired as the average Ceylons, when they leave the country garden packed in bags, but they lose a further 10 per cent. of moisture in the bag firing which, of course, increases the cup colour of a sample, but does not appear to improve the flavour. Values appear to vary considerably from year to year. 1902, on value of invoices exported, 8d; last year 7d."

The Hongkong Observatory yesterday issued the following report:—"On the 17th at 11.25 a.m. the barometer has risen in Formosa and the neighbourhood of the Looshoos and has fallen at all other stations. The typhoon is situated to the north-west of the Looshoos Islands and is moving in a N.N.E. direction towards the S.W. coasts of Japan. Gradients are moderate on the China Coast and rather steeper over the China Sea. Moderate S.W. winds will prevail in the Formosa Channel and fresh E.W. monsoon over the greater part of the China Sea. Forecast:—Moderate to fresh S.W. winds, fine, warm."

TELEGRAMS.

[REUTER'S SERVICE.]

BRITISH PARLIAMENTARY
VACATION.

LONDON, 15th August.

Parliament is prorogued.

HONGKONG CHILDREN AT GOVERNMENT LODGE.

Yesterday afternoon, at the Government Lodge on the Peak, by order of H.E. the Governor, Sir Matthew Nathan, a party of children was entertained with various juvenile sports on the lawn. There were gifts for the winners of races, and in marquees specially erected, the children were feasted with good things. The Governor in person, Capt. Arbuthnot-Leslie, his A.D.C., and Mr. Ponsonby, his Private Secretary, saw to it that the young guests were all cared for. Here is the list of acceptances:—Masters Bernard and Nigel Atkinson, Misses Dams and Baby Basil-Taylor, Miss Nancy and Master Joey Badeley, Miss Marjorie Berkeley, Baby Barnes-Lawrence, Miss Kola Boyd, Master Guy and Vivian Bryan, Masters Bishie and Borthwick, Miss Greta and Master Laddie Bunny, Master Toby and Baby Caulfield, Misses Cowan, Miss Kathleen Cocker, Master Claude Davis, Miss May and Master Jackie Droeze, Misses Erica, Marjorie and Muriel Denison, Misses Margaret and Baby Fitz-Williams, Miss Dorothy Fullerton, Miss Fuchs and Master Hubert Gedge, Misses Dorothy and Peggy Gordon, Masters Christopher, Humphrey, Geoffrey Gompertz, Miss Evelyn Grey, and Master Denis Grey, Misses Veda and Dora Grimble, Miss Gassie Hinds, Misses Alice, May and Dorothy Hoare, and Master Edward Hoare, Miss Vera, and Master Maurice Hurly, Misses Rachel, and Hope, and Master Archie Irving, Miss Anais and Master Friedolf Kruger, Master M. Marty, Miss Jessie Mackenzie, and Master William and Archie Mackenzie, Misses Stella Phoebe, Iris and Diane May, Miss Celia Mowat, Miss Kathleen Moxon, Miss Celia Pemberton, Masters Billy and Frank Pinckney, Miss Nancy Playfair, Miss May Robinson, Miss Phyllis Seth, Miss Marjorie Sharp, Miss Elsie Schubart, Miss Wilhelmina Shuter, Miss Norah Swan, Baby Strickland, Miss Kathleen Taylor, Miss Romba Tomkins, Master Teddy Tilden, Master Derrick Tulloch, Miss Lily and Master Erich van der Hyde, Miss Celia Watson, Master Ramsay Walker, Misses Gwendis and Gladys Woodward.

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DEATH OF MR. HAROLD CLARKE.

Mr. Harold Clarke, junior partner in the engineering firm of Messrs. Carmichael and Clarke, after lying ill in the Civil Hospital for nearly a week with typhoid, following an attack of pneumonia, died yesterday afternoon, aged 32 years. Mr. Clark was a Liverpool man, formerly employed on the steamers *Knight Companion* and *San Cheung*. He was married here, and began business, about eighteen months ago. He was a popular member of the community, and his untimely demise is regretted by numerous friends. The funeral is fixed for six o'clock this evening.

THE KING'S COMMISSION.

There are not many King's Commissioners in Shanghai, so the news of an honour recently conferred upon a local man will be of interest. The recipient is Mr. A. E. Werne, of the *Shanghai Daily Press*, who served throughout the Boer war and was wounded twice.The King's Commission is an honorary rank for life, in recognition of services in the field. Mr. Werne already possesses the Queen's medal and is entitled to seven bars altogether. Mr. Werne's regiments were the 1st and 2nd New South Wales Mounted Rifles, and the 3rd New South Wales Imperial Bushmen, in the latter of which he was first lieutenant and adjutant.—*The Bund*.

HONGKONG.

Here is an extraordinary trifle from the *Manila Sunday Sun*.

Gold sign-flags that shine like a jewel, Dung heaps that breed plague in an hour: The many vile smells and the cruel, Expectations around you that shower; When filth is stamped out with its horrors, What shall rest of thee then, what remain, Oh dirty and dignified Hongkong.

Eastern city of Shame? As you are no doubt aware, it is impossible to walk any distance along Hongkong streets without receiving a full-sized spittle on your clothes—discharged from someone of the myriads who are always leaning over the high balconies above the pedestrian. This unsanitary habit of the Chinese of clearing their throats by their mouths, instead of using a handkerchief, is the most disgusting thing in China—which is counting in a lot. [This effusion and comment is signed "E. D. Morrison." Things are not quite so bad as all that.]

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—"On the 17th at 11.25 a.m. the barometer has risen in Formosa and the neighbourhood of the Looshoos and has fallen at all other stations. The typhoon is situated to the north-west of the Looshoos Islands and is moving in a N.N.E. direction towards the S.W. coasts of Japan. Gradients are moderate on the China Coast and rather steeper over the China Sea. Moderate S.W. winds will prevail in the Formosa Channel and fresh E.W. monsoon over the greater part of the China Sea. Forecast:—Moderate to fresh S.W. winds, fine, warm."

THE WAR.

[FROM OUR OWN CORRESPONDENT.]

PORT ARTHUR PARLEYS
WITH BESIEGERS.

Kobe, 17th August.

The officer commanding the Japanese forces besieging Port Arthur invited the Russians to surrender. (The Japanese were then at the inner defences.) General Stoessel promised a reply by ten o'clock this morning.

[REUTER'S SERVICE.]

JAPANESE NAVAL CASUALTIES.

LONDON, 15th August.

Admiral Togo's squadron is practically uninjured. The *Mikasa* suffered the most, but remains in the fighting line; total casualties 197. Admiral Kamimura's casualties were slight.

RUSSIAN CRUISERS STILL BUSY.

LONDON, 15th August.

The *Gourkha* has been stopped and delayed half an hour off Sagres (Portugal) by the Russian cruiser *Bon*, which was until recently the German liner *Friedrich Barbarossa*.

RUSSIAN WARSHIPS DISARMED.

LONDON, 15th August.

The Russian warships at Kinchoao have been ordered to dismantle as they are unable to put to sea within the prescribed time.

CHINA AND RUSSIAN "BLUFF."

LONDON, 15th August.

The Russian Minister at Peking, in lodging his protest against the seizure of the *Riesidini*, charges the Chinese Government with complicity in the affair. He also charges the Chinese Commander with cowardice or treason. He demands a full explanation, the restoration of the destroyer, and the severe punishment of the Commander. China now demands that Japan should restore the *Riesidini*.

(Shanghai Mercury)

TEN THOUSAND WOUNDED IN
PORT ARTHUR.

CHEFOO, 7th August.

A junk just arrived here reports that the number of wounded and sick in the Russian army in Port Arthur now amounts to nearly ten thousand. These sick and wounded are now kept in a number of hospitals in Port Arthur and in three hospital ships, the *Mongolia*, the *Angora* and *Kadan*, all of which are full. The Russian army is now negotiating with the Japanese army to get consent from the latter to send away the wounded and sick from Port Arthur by the hospital ship *Mongolia* to a place of safety.

MARSHAL OYAMA GOING NORTH.

CHEFOO, 7th August.

According to the report of a junk Marshal Marquis Oyama arrived at Kaiping on the 3rd August and is now going up North, as he expects to attack Liaoyang by the 20th instant.

PORT ARTHUR ALMOST IN HANDS
OF JAPANESE.

CHEFOO, 8th August.

A detachment of the right wing of the Japanese army now investing Port Arthur has occupied the forts near Panchikang, to the north-west of Pigeon Bay. Port Arthur is now partly in the hands of the Japanese, and it is reported that an extraordinary panic now prevails at Port Arthur.

RUSSIAN SOLDIERS IN COREA.

TOKYO, 6th August.

About 400 Russian soldiers in the province of Ham Kuang-do are now at Tung-pao-tzu and plundered provisions and the telegraph line with Hamhaing. The Russian soldiers have two machine guns and 300 transport horses.

PREPARED FOR THE WORST.

CHEFOO, 8th August.

Russian stores and forts are now well prepared for blowing up so as to check the stores, etc., to be taken into the hands of the Japanese.

(Sin-Wan-Pao)

RUSSIANS IN RETREAT.

CHINGHOW, 6th August.

Russians who were at Nowhang and East of Haicheng carried away their provisions and ammunition from Anshantian on the 8th instant. The carts were very scarce and the native interpreters bought the carts up, but if the price were too dear they simply commandeered them. Many natives sold the Russians cattle and carts at good prices.

(Onaka Mainichi)

THE TSAR ANXIOUS.

LONDON, 6th August.

It is reported from St. Petersburg that the Tsar has asked Karopitkin for an explanation of the continual retreats. General Karopitkin has answered that the men are over-fatigued and that the Siberian Corps are not accustomed to mountain warfare.

(Universal Gazette.)

NEAR PORT ARTHUR.

CHEROKEE, 7th August.
A correspondent at Tungkongshu wires that a junk which left Pigeon Bay on the night of the 6th August reports that since the 31st July there has been no sign of fighting. The Japanese army near Pigeon Bay reached Souchiatung, eight Chinese li north of Pigeon Bay, and thence built a fort at Chiochiang, two Chinese li from Souchiatung. A large detachment is stationed at Hungchun Kou, two Chinese li from Chiochiang. On the north the Japanese reached Suiszeiyung, and a large detachment is stationed at Shanchieupao, north of Tungkongshu. According to the story of a Russian soldier it is stated that about 10,000 men of the Russian Garrison are out of active service, either killed or wounded. Those who are now on active service amount to about 10,000. At the light near Takusan the Russians lost most heavily. The Police Station in Port Arthur released on the 5th over 300 criminals, and fifteen of them came by junk. There are over twenty Japanese prisoners. All the agricultural products in front of each fort of Port Arthur had been cut down so as to remove all that might hinder the sighting of the enemy.

REFUGEES FROM PORT ARTHUR.

CHEROKEE, 8th August.
150 refugees, being members of the Russo-Chinese Bank and the East Asiatic Company, reached here to-day by junks from Port Arthur.

(Ostasiatische Lloyd.)

BERLIN OPINION.

BERLIN, 7th August.
The military conditions of Russia are generally considered here not very satisfactory. Port Arthur is endangered, and there is the possibility of a catastrophe to Kurepatkin's army, if he risks a decisive battle at Liaoyang, because his forces are inadequate.

RUSSIAN SHIPS AT SHANGHAI.

The Japanese Consul at Shanghai has requested the Chinese authorities to ask the Russian naval arrivals to leave or dismantle. The customary communication followed to Russia's representative, who, it is understood, pleaded for delay.

THE SHANGHAI VISITORS.

The *Grozni* is a twin-screw boat of 300 tons, 5,000 h.p. and a speed of 28 knots, launched in 1900 at Harre, carrying two torpedo-tubes, one twelve-pounder and five three-pounder guns. Her appearance was extremely weather-beaten, her sides rusty, nothing torn, and her sailors looking as though they had all been living in the stoke-hole for months. There were not, however, apparent any marks of injury to her hull, and she appeared to be in fighting trim, if not exactly spick and span. Her flag was marvellously clean and looked like a new one, as did a small pennant flying from the single mast. A more important vessel arrived later in the afternoon at Wusung. This was the five-funnelled fast cruiser *Aschold*, well-known here before the war broke out, but now presenting a lamentably changed appearance. She dropped anchor outside the Spit buoy about half-past four. She reports having lost a lieutenant and eleven men killed and has fifty men wounded. An observer on a passing vessel gives the following description of her:—Port side one gun dismounted. Hole in water line on port side under gangway. Starboard side, one plate screwed on over another eight feet above water line, also another hole near gangway on starboard side covered with canvas, shell gone through to the other side. Starboard between fore and main masts, rather forward, shell gone in three feet above water line. Fifth funnel away close to deck. All funnels riddled with shell holes.—N.C. Daily News.

ALLEGED RUSSIAN MISCONDUCT.

The Tokyo War Office published a statement received from General Oku's army, arraigning Russian conduct in the field on eleven counts. Of these, two were for abuse of the white flag; one for persistent firing on a field hospital conspicuously flying the Red Cross flag, whereby the Japanese were compelled to remove the hospital amid great danger; two for firing on men of the hospital corps, though they were clearly distinguished by badges; three for stabbing, shooting, and slashing wounded; two for shockingly mutilating the dead; and one for stealing cattle and horses and violating women. Besides the above, numerous instances were given in which wounded Russians had fired on Japanese accounting parties. All these charges, preferred with full details, related to General Oku's army only, and were independent of the experiences of General Kuroki's army, which were not less shocking. It is understood that the Japanese did not desire to publish such accusations, because they tend to embitter feeling, but they felt compelled to do so on account of the Franco-Russian story of Japanese outrages at Wa-langtung, which is indignantly denied. The hypothesis that the mutilation of the dead was the work of Chinese is conclusively disproved by the fact that the cases occurred when no Chinese were within miles. Moreover, all the evidence shows that the Chinese have treated the Japanese wounded and dead with the greatest kindness and respect.

Old residents in Tientsin and Peking will regret to hear of the death in Copenhagen on July 14th of Captain Bohr, of the Chinese Telegraph service. The *Peking & Tientsin Times* thinks that the late captain served the Chinese and Sheng Tao-tai for twenty years; he was previously in the Great Northern Telegraph Company.

INQUEST.

RE UNKNOWN EUROPEAN, DECEASED.

Mr. H. H. J. Gompertz, acting as Coroner, yesterday held an inquest into the facts of the death of an unknown European, who was found with his throat cut on the New Road, Quarry Bay.

Indian Sergeant No. 619 said: On the 5th inst. I went on duty at 6 a.m. in Shauiwan District. At about 6.30 I arrived at the new dock. There I saw a European lying on the left-hand or dock side of the road. I went up to the body and observed a pool of blood; the blood was near the neck. I also saw a cut on the inside of the left arm, about half-way between the wrist and the elbow. As the body lay I could not see the wound on the neck. It was lying on the breast, so that the left eye was covered up. The two arms were crossed on the right side.

Mr. Gompertz: Just lie down on that table and show us how the body lay.

The witness did so.
Continuing, witness said: This knife (produced) was in his right hand. It was bloodstained from the point about half-way up the blade. A straw hat was about two feet from his head. I saw six footprints near the legs of the body. The ground there was soft; only the front part of the footprints were impressed, and not the heel. They appeared to be made by the same person, wearing boots. There were no other footprints. I searched, but there were no other marks. There was an Indian Dock watchman between 100 and 150 yards from me. I called out to him, and told him to send a constable from the docks; there were two constables there. Indian Constable No. 842 came up. I told him to keep watch and not let anyone go near deceased. I then went to the station to make a report, taking the straw hat with me.

By Mr. Gompertz: The body lay about 15 minutes from Shauiwan Station?

Inspector Robertson: It is a mile and a half, Your Worship.

Witness: I reported to Inspector Robertson. He took a sampan to the spot, arriving there before me. I saw him turn over the body. He took the knife out of the hand. In one of the trouser pockets he found a small looking-glass, a brush and a comb. The Inspector got some rice and cement bags, which he placed over the body. He then stationed me over deceased while he went to get a box. This was a little after nine. The body was put in a box, carried to a launch, and sent to the mortuary. I went back to my station. That is all.

By Mr. Gompertz: I saw a wound on the neck when the body was turned over; it was bleeding a little. I think it was on the right side. The wound was big enough to put two fingers in; not more.

By Inspector Robertson: I was not told the body was there; I found it myself. The footmarks appeared to be the deceased's.

Mr. Gompertz: What made you think so?

Witness: They were made by boots.

Inspector William Robertson, in charge of Shauiwan Police Station, said: About 7 a.m. on the 5th inst. the last witness reported that a European male was lying in the road at Shauiwan. I immediately despatched European P.C. 69 with instructions not to let anyone touch the body. I followed and got to the New Road about 7.30 a.m. and found a European male, about 40, lying nearly on his stomach, head inclined to the right, arms crossed under the body. A wound on the left wrist and blood on the throat. I did not see the wound on the throat till I turned the body over. In the right hand I found the knife produced, blade covered with fresh blood. There was also some blood on the first and second fingers of the right hand, and some on the back of the fingers. After I turned the body over I saw a cut on the throat; it was about 2½ inches long. Immediately below the wound on the chest was a large pool of blood. In deceased's pocket I found a pawn ticket for an umbrella, pawned in Queen's Road for \$1.75 on the 3rd inst.; and a ticket for a bed in the Soldiers' and Sailors' Institute. There was also a comb, a nailbrush, a pocket-knife, a mirror, a key-ring and keys, a cigarette holder, a pair of silver sleeve-links, a silk handkerchief, and a package of bromide of potassium bought at the Pharmacy. In line with the body I saw six dents in the ground, behind the body. If deceased crawled three short paces on his hands and knees the footmarks could have been made.

Witness illustrated this by walking on "all fours" in front of Mr. Gompertz.

Witness: The deceased's clothing was not disarranged, and there were no signs of any struggle. I sent the body to the mortuary. The electric light shone between the slits in the fence, and the deceased might have crawled out of the light.

By Mr. Gompertz: The knife found in the man's hand was a crooked blade so as to allow it to fit into the handle. It was made that way.

Dr. W. V. M. Koch said: I was in charge of the public mortuary on the 5th inst. Between 11 and 12 a.m. that day I examined the body of an adult European male, apparently 40 years of age. I found the following injuries: Firstly, a transverse incision on the front of the forehead about two inches long and one inch above the wrist joint; it was a superficial clean cut just through the skin. Secondly, an incision about 2½ inches broad, starting from the middle line of the front of the neck running to the right transversely. This was on a level with the "Adam's apple." It had severed certain membranes, exposing the wind pipe, and, passing outward, exposed the superficial vessels of the neck. There were no marks of other injuries to the body. My opinion is that death was caused by hemorrhage due to the cut in the neck.

By Mr. Gompertz: Both wounds were probably caused by a knife like that (produced). In my opinion the wound on the neck was self-inflicted. The wound on the arm might have been inflicted first. It was superficial and could have been self-inflicted. A cut on the arm may be sufficient to cause death. If a man was inclined to commit suicide he might cut his arm first, and if that failed, he could cut his throat later. To cut the arm a painful incision would be necessary to cause death. The vessels of the arm are very well protected. One can get at the vessels of the throat more easily; and would not have the sight of the wound to terrify one. Deceased did not appear to be an alcoholic subject; it was a normally healthy body.

Mr. Gompertz: On the body was found some bromide of potassium? What do you think this was for?

Witness: Probably sleeplessness. A man who has been sleepless for a number of nights gets into that state that he loses control of himself. I do not know what that sort of a knife is used for.

By Inspector Robertson: In the case of a person dying from loss of blood, like deceased, a knife might very possibly remain in the hand. I should say that deceased had expired nine or ten hours when I saw him. Death would come very rapidly after a wound such as described. Consciousness would be lost gradually. Unconsciousness would become deeper as the blood flowed out more and more. Death would come in about 15 minutes.

European P.C. 69 said: About 7 a.m. on the 5th inst. I was informed that a European was lying dead on the road near Quarry Bay. I proceeded on my bicycle and found the man, with a wound in left wrist, and knife in right hand. I did not touch the body till Inspector Robertson arrived. We turned the body over and found a wound on the right side of the neck. There were six footprints near by, immediately behind deceased, apparently caused by deceased.

The electric light from the Shipyard throw a ray of light behind where deceased was lying; but the place where the body lay was in the shade. When I arrived there were three European civilians, employees of Messrs Butterfield & Swire, on the scene, and an Indian. I was about four minutes getting from the station to the body. I did not allow anyone to touch it till the inspector arrived.

Mr. James Reidford Ritchie, a foreman mason at Quarry Bay Shipyard, said: I saw deceased's body at 6.45 on the 5th inst. in the New Road at Quarry Bay. An Indian constable and a Butterfield and Swire's watchman were standing by the body. I was going to work. Deceased was lying face downwards, face inclined to the middle of the road. The arms were crossed on the right side. There was a wound on the left wrist. In the right hand was a knife. There were a few footprints behind, in a line with the body, as if caused by the deceased's own feet. I saw a little blood on the knife, but could not see the wound.

By Mr. Gompertz: I could not see any other marks on the ground, but would have done so if there had been any. I did not see any marks of violence, other than those I have mentioned, on the body. There did not appear to have been foul play. There were no signs of violence. As far as I know I was the first European on the spot.

Mr. Gompertz: It was not your impression that the throat had been cut from ear to ear?

Witness: I did not see any wound there at all. A person could not have seen such a wound without lying close to the ground. I did not remain there long.

Mr. John Thomas Hoskins, chief foreman at Quarry Bay, said: On the 5th inst. at five minutes past seven I saw the body. When I came to work the watchman was waiting to tell me a dead body was lying on the road. I went to see if I could do anything. When I arrived one of our Europeans, Mr. Morpheus, was there. I saw a man lying there dead with a large cut on the left wrist and a knife in his right hand. It was a knife like that (produced). I also saw a large wound on the neck. The body was lying on the stomach, face rather inclined to the right. It had not been turned over. I knelt down on my umbrells to see the wound. I could not see how large the wound was, as I could only see one side of it. I should say it was from two to three inches long.

By Mr. Gompertz: I saw no other marks on the body. On the ground I saw eight marks, as if made by the heel. They were right behind him at his feet. I had the impression that they were made by deceased himself. I saw no marks of violence. When the body was turned over I saw his face turning black.

By Inspector Robertson: It was before the body was turned over that I saw the footmarks. The body was covered with marks, but I lifted one up to see if I knew the man. I did not take any notice of the wound.

Inspector Robertson: Did you not inform Mr. McDonald about the matter?

Witness: No; I informed Mr. Clarke. I do not know who informed Mr. McDonald.

Inspector Robertson: In your report to Mr. Clarke did you say that the head was very nearly severed from the body?

Witness: No; I said it was a very big wound.

Inspector Robertson: Did you say it was a broken knife?

Witness: No.

Inspector Robertson: Did you say there were a lot of footmarks, indicative of a very foul murder?

Witness: No; I said there were a lot of footmarks caused by people going to see the body.

Inspector Robertson: Did you report that from the position of the body there appeared to have been murder?

Witness: No.

Inspector Robertson: Did you report that your watchman reported the matter to the police?

Witness: Yes; the watchman told me so, but I do not know.

Mr. Gompertz: Do you think there is any suspicion of murder?

Witness: No.

Mr. Gompertz: Did you think so at any time?

Witness: No.

Mr. Gompertz: Did you hear anyone express that opinion?

Witness: No.

An Indian watchman from the shipyard said: I was on duty from midnight to 8 a.m. on the 5th inst. At 6 a.m. I saw a dead body on the shipyard side of the road. I passed about seven paces away from the dead body, and went and reported to my head watchman, an Indian. Doola Singh was then sent to Shauiwan Police Station. I did not go near enough to see any wound on the body.

Mr. Gompertz (to Inspector Robertson): Who gave you the first information?

Inspector Robertson: Our own man.

Albert Stacey, a soldier of the Sherwood Foresters, in charge of the Soldiers' and Sailors' Institute, said: I made out this ticket (produced) on the morning of the 4th inst. A man came to me on the previous evening and asked if he could have a bed. I told him he was too late, all beds being taken. On the morning of the 4th inst. he booked a bed, went upstairs, and took a chair on the verandah. I went to him about an hour afterwards and he offered me 30 cents, saying he had not paid for the bed, but he had paid for it. When I came up again he was asleep on the bed. I went up again at about 10.30 a.m. and found he had gone. That was the last I saw of him. He did not have anything to eat. I did not ask his name; there are numbers on the tickets. The man was very quiet; he seemed very "down."

By Mr. Gompertz: He was about 35 years of age, fair, and had a moustache. He wore a straw hat. In height he would be about 5ft. 7in.; and of ordinary build. He was a complete stranger to me. I was wondering where he had got to that night (4th inst.) when I was collecting tickets. I think he was an Englishman. He left nothing. I think he had only about 50 cents. He said he wanted a bed for four or five days, but could not pay me then.

P.C. 63 said: On the afternoon of the 4th inst. I was on duty in the Charge Room. A European came in, and said he had no money. He wanted to know if the Government would pay his passage out of the Colony. He would not give his name, saying he was ashamed of being penniless. I pressed him two or three times for particulars concerning himself, but he refused to give any. I asked him to await the arrival of the Inspector on duty, then in the Police Court. In the meanwhile he made another statement. He said that people in Queen's Road were throwing mud at him. He appeared to be down on his luck. After having consulted the Inspector on duty he went away, saying he would go to his lodgings.

Next day I saw the report from Shauiwan Station, and something struck me that that must be the man. I went to the mortuary and found it was he in a navy blue jacket, buttoned up; black trousers, American pattern lace-up boots, a celluloid collar, flowered tie, and new straw hat. I interviewed all the beachcombers I could find, and also the Chinese restaurant keepers, but failed to find out anything about him. He spoke like an Englishman, but may have had a slight, acquired American twang.

Mr. Gompertz: Did he strike you as a seafaring man?

Witness: He had rather a gentlemanly appearance. He might have been a sea-captain. Some of these have a gentlemanly appearance; some have not.

Indian P.C. 842 said: On the morning of the 5th inst. I was called by a watchman, who said an Indian police-sergeant wanted me on the road. There was the body of a European there. Arriving on the scene I was told not to let anyone touch the body. The sergeant went to report.

Mr. Gompertz, sharply: A European said he knelt down close to the body. Is that doing your duty?

Witness: He was five yards away.

Mr. Gompertz: The evidence says that he went quite close to the body. Do you not know that marks might have been made?

The witness was silent.

By Inspector Robertson: The watchman called him at 6.30 a.m.

FINDING

Mr. Gompertz said: I find that death was caused by hemorrhage from an incised wound in the neck, self-inflicted. I think that the case has been very carefully worked up by the police. A European from the Quarry Bay Shipyard: What about our expenses? We have lost half a day, and expenses were incurred in transit.

Mr. Gompertz: I have no fund except the poor-box, which is for people not able to pay; if I had one I would give you something.

DEATH OF A YOKOHAMA RESIDENT.

Many residents in the Far East, says the *Jap. Mail*, will read with regret of the death of Mr. G. F. Hewett, which sad event occurred at his residence on the Bluff, Yokohama, early this month. A native of North Shields, Mr. Hewett first came to the East in the employ of the Hongkong and Whampoa Dock Company, and after spending some time in Hongkong joined the firm of Messrs. Kelly & Walsh, Ltd., arriving in Japan some fifteen years ago. A life of gentle unobtrusive goodness has been brought to a close, for he was a man who never made an enemy but won staunch friendships. At the time of his death he was W. M. of the Yokohama Lodge of Freemasons, and his removal will be sadly felt by his brethren.

ENLARGEMENTS

The best way to preserve your Pictures is to have them enlarged. Small prints are liable to be thrown about and thus made dirty or lost; while enlarged ones, framed and hung up, will last for ever, besides serving as decorations to the walls.

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Hongkong, 15th August, 1904.

[a1708]

CORRESPONDENCE.

THE DENUDATION OF OUR SLOPES.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 17th August.

SIR,—I have read with much interest the discussion which has followed the attempt of the Superintendent of the Afforestation Department to prove that his is a revenue-producing department. Mr. Dunn's readiness to sacrifice all that goes to make the scenery of the island delightful and to render it healthful must have been a sad shock to lovers of nature. I hope that, in order to allay the apprehensions of the public, who are still in doubt as to the fate of the woods, one of the unofficial members of the Legislative Council will address some inquiries on this important subject to the Government, who, I trust, will hasten to reassure the colonists.—Yours faithfully,

PINE.

POLICE COURT.

Wednesday, 17th August.

BEFORE MR. H. H. J. GOMPERTZ (ACTING POLICE MAGISTRATE).

BICYCLE ACCIDENT.

A young Chinaman was charged with reckless cycling at Tsimsatui. He ran over a child and broke its leg. The child was sent to the Government Civil Hospital. The case was remanded, bail being allowed in the sum of \$200.

THEFT.
Lieut. Knight, R.G.A., charged a coolie with stealing a pipe. The man was not in complainant's employ. He was sentenced to 15 days' imprisonment and six hours' stocks.

GAINING TIME.
The lamprimmer of Tsimsatui police station charged a man with stealing his watch. Complainant found his watch in a pawnshop. Defendant was sentenced to 21 days' imprisonment and six hours' stocks.

BOY BEREAVED.
A boy, convicted of stealing a jade bangle from a child two years of age, was sentenced to 15 days' imprisonment, ten strokes of the birch, and six hours' stocks.

THEFT OF CLOTHING.
Inspector Dymond charged two men from Yau-mat with stealing clothing, valued at \$95. One man was sentenced to four months' imprisonment; and the case of the other was remanded.

BEFORE MR. J. H. KEMP (SECOND POLICE MAGISTRATE).

UNJUST SCALES.
Inspector Ford summoned a shopkeeper from Tsimsatui for having unjust scales. He was fined \$100.

ALLIANCE BREWERY.
Two Chinese Sanitary Board men were remanded on a charge of bribery.

MINES IN ANHUI.

The Waiwup has concluded an agreement with Sir John Lister Kaye representing the Lang-hua Company, regarding the working of mines in Tang-lin district in Anhui. The original draft made in 1902 gave the company the right to work mines in six districts in that province, but the company has now relinquished five of the places and will only work mines at Tung-kuan Shan. The agreement provides that the mine will be worked under the name of the An-yu Company, with Sir John Lister Kaye as chief agent. After the sanctioning of the agreement by the Imperial Government the Board will communicate with Sir John Lister Kaye, who will then have the right to despatch engineers to explore and work the mines. Six thousand pounds has already been spent by the company in exploring the mine, but a similar amount will now be raised for working expenses. The capital will be limited to one million sterling or Tls. 7,000,000. One English and one Chinese manager will be appointed, the former to have charge of the works and finance and the latter to be in charge of affairs of intercourse with Chinese authorities.

STEAMER MOVEMENTS.
The M.M. steamer *Ernest Simons*, with the next French mail, left Singapore yesterday at 2 p.m. for this port via Saigon.

The Indo-China steamer *Kamsang* left Calcutta for this port via the Straits on the 13th August, and may be expected here on the 29th August.

The P. & O. steamer *Formosa* left Singapore for this port on the 17th August at 6 a.m.

The steamer *Lightning* left Singapore for this port on the afternoon of the 17th August.

The steamer *Pandua*, from Rangoon and the Straits, left Singapore for this port on the 17th August, and is due here on Monday, the 22nd August.

WEATHER AT SEA.
Arrivals report moderate S.W. monsoon.

A MYSTERIOUS BUOY.
The *Korai*, from Bangkok, reports that she passed a drifting buoy, with mast and two lanterns, in Lat. 19 N.; Lon. 111.48 E. This same buoy was reported by a previous arrival.

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REPORT OF AN EXPERT.
The representative of Messrs. BRATBY and HINCHLIFE, LIMITED, Aerated Water Engineers and Chemists, Manchester, visited our factory recently in the course of a tour amongst Eastern Aerated Water Makers, and was greatly surprised at the compactness of our factory and also the methodical way in which everything pertaining to the making of Aerated Waters was carried out. He also expressed himself strongly on the absolute cleanliness of our whole establishment, which he assured us was equal to any he had yet visited and superior to a great many. He also reported that the quality of our goods was of a first-class nature, and they showed that scrupulous care was exercised in the course of their manufacture.

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F. P. DANENBERG,
General Manager.
Hongkong, 11th May, 1904. [122]

BOARD AND RESIDENCE.

BOARD AND RESIDENCE.

MRS. GILLANDERS
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Hongkong, 19th March, 1904. [78]

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Hongkong, 2nd March, 1903. [71]

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CHARLES R. SCOTT,
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Hongkong, 25th July. 1904. [180

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T. P. COCHRANE,
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Hongkong, 19th May, 1904.

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S. SHIGENAGA, Manager.

Hongkong, 22 February, 1903. [11

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Hongkong, 17th October, 1899. [147]

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LESSONS OF THE WAR.

The most reliable and interesting information which has yet come to hand respecting the condition of the Japanese and Russian warships after enduring the stress of war for several months is published in the current number of the *Engineer*. The facts are given on the authority of officers in the Far East, who are in a position to know, and they show that several important lessons have already been demonstrated by the fighting outside Port Arthur. Briefly stated they are as follows:—

1. The impact of heavy projectiles has a strong tendency to affect the alignment of machinery by shock, but less effect than might have been expected upon boilers, whether water-tube or cylindrical. Only direct hits seem to have affected the generators.
2. All small ships, especially torpedo craft, wear out quickly, and lose heavily in speed as the result of hard work.
3. The deterioration of big ships is considerably less.
4. Displacement of machinery by gun-fire is quite improbable; partial injury is all that is to be feared.
5. Cylindrical boilers have proved inferior to water-tubes, or at any rate, to the Belleville variety.
6. It has not been possible to maintain full speed for any length of time in either fleet, though the *Bayan* is said to have once steamed nine hours at top speed. It is deduced from this that economy is even more important tactically than strategically.

With regard to the damage suffered by the fleet, the report says that not a single Japanese ship was able to steam at its original speed. Loss of water was experienced in the *Isuzu* after an extensive hit during the battle of February 9. Her boilers are of the Belleville type. She would seem to have been hit in the regions of the boiler-rooms, but the steaming capacity was not affected to any extent. This ship is at present good for twenty-one knots. The speed of the *Asama* has sunk to eighteen knots, or thereabouts. The best performances on the Russian side have been done by the cruiser *Bayan*. The *Grozan* and *Rosita* are both in good steaming condition, and so is the *Asfeld*. The *Novik* has been several times injured, and having been also hard pressed once or twice, her machinery has been shaken up a good deal. It is doubtful whether she can do twenty knots at present. The *Retvian* had her engines thrown out of alignment when she was torpedoed, and her steaming powers are very poor, despite repairs. The *Tsarevich* suffered no hurt at all to machinery or boilers when torpedoed, and her propellers were untouched, though the torpedo hit her rudder. The *Pallada* was hit amidships by a torpedo that came through the side and exploded partly in a coal bunker and partly right inside one group of her Belleville generators. The tubes were torn out and bent S shape. They were taken out, straightened, and replaced, mostly by her own engineers.

A not very dissimilar hit was received by the *Pobeda*, which was hit by a mine in the port boiler-room. A great deal of water came in and the fires were quenched, but no one was injured, no tubes burst, and the ship returned to harbour without assistance under her own steam. In the early days of the war, Russian destroyers were hopelessly outmatched in speed by the Japanese; but the harder service to which the latter have been put has done much to equalise this, and there is little to choose between them now.—*Daily Express*, 19th July.

ABOLITION OF THE CANTON "HOPPO."

It was not so many years back since the merchants engaged in the river trade, the representatives of the river steamboat companies and the British officials in Canton and in Peking, were engaged as one man in a strenuous endeavour to combat the practice on the part of the "Hoppos" in Canton, then in vogue, of favouring shippers of goods in Chinese bottoms to the detriment of British steamers. The practice of the Canton native customs officials was often represented, says the *P. & T. Times*, as a gross injustice to foreign shipowners and a distinct violation of the most-favoured nation clause of the treaty. Amongst the many remedies then thought to effectually remove the injustice complained of, was that the post of the "hoppo" or native customs superintendent of Canton should be abolished and the duties appertaining to that office merged in the commission of the Chinese Imperial Maritime Customs. Diplomatic representations through a succession of years resulted in failure. Her Imperial Majesty, however, is now determined that decided steps should be taken in this direction, and therefore commands, by decree of the 10th inst., the abolition of the posts of the "Hoppos" or Customs Superintendents of Canton, and that of Superintendent of Customs of Huai-nan in Kiangsu province, the duties of "Hoppos" in Canton to be undertaken by the Viceroy of the Two Kwang provinces. Also, as the Commission of the Imperial Silklooms of Kiangning and Soochow are both in the one province of Kiangsu, the first-named Commission is abolished.

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RUSSIA AND BRITISH SHIPPING.

A meeting of the north of England steamship owners was held last month at Newcastle-on-Tyne to consider the question of the seizure by Russia of the British steamship *Altaton*. Mr. Daniel Stephens presided, and said that the seizure was certainly unlawful, and it was their duty to do all they could to help British shipping. Mr. James Knott, manager of the Prince line of steamships, said that the *Altaton* was engaged at the time of the seizure in a perfectly peaceful and legal mission, carrying coal from Japan to an English port, Singapore. Her seizure was illegal. The excuse was that she was passing through the sea of Japan, but that was a course which saved 200 miles, and any shipmaster would have taken it. He complained also of the action of the Russian volunteer fleet steamers in overhauling and detaining British vessels in Eastern waters, and urged that a warship should be sent to end such improper conduct. He moved:—That the British Government be asked to demand the release of the steamer *Altaton* (which is detained at Vladivostok by the Russians) forthwith. Alderman John Dent seconded the motion, which was agreed to. Alderman Thomas Bell moved:—That this meeting protests against the action of Russian volunteer fleet steamers in overhauling and detaining British ships in Eastern waters. Mr. J. B. Adams seconded the resolution, which was carried.

THE AMERICAN COTTON CROP OUTLOOK.

A careful canvass of the situation in the cotton belt has been made for *Dun's Review*. As the season advances our contemporary says the prospect for a large yield of cotton becomes brighter, and there has appeared less than the customary amount of injury from the elements and insects, while the reports as to acreage are practically unanimous in showing a material increase. It is especially gratifying to note such unanimity of sanguine indications from Texas, because of the large proportion of the total crop secured in that State. The crop there is decidedly earlier than last year, and weather conditions all that could be desired. An increase of over 9 per cent. in Texas acreage means a large amount of cotton, provided the condition is maintained. The only drawback is found in the prevalence of boll weevil, and as to this, there is hope for some improvement over last year. Some serious report the pest is increasing. Early maturity of the crop and prompt measures for eradication of the pest promise to produce good results. At other south-western points the only unfavourable news comes from flooded districts, particularly in Arkansas. When it is stated that about 300,000 acres have been abandoned and replanted in corn, because the season is too far advanced for another effort at cotton, it must not be forgotten that this means at the outside a loss of 120,000 bales, an insignificant quantity compared with the new acreage in Texas alone. At the more northerly points and along the Atlantic coast the weather has been warm, with ample rain, making conditions most satisfactory. As a rule thinning out has been completed, and cultivation progresses rapidly, except where it is impossible to secure sufficient labour. It is noticed, however, that there is less complaint on this point than earlier in the season. Reports from Georgia agree that the crop is somewhat backward, but the plants are healthy, and there is no reason to fear injury. All dispatches make more or less increase in acreage, ranging from 5 to 15 per cent., and, even after making ample allowances for areas abandoned because of the flood in the south-west, there seems no reason to doubt that the current crop is covering more space than any previous cotton season in the nation's history.

Best for the Skin and Complexion.

CALVERT'S CARBOLIC TOILET SOAP

(Soothing, cleansing and antiseptic).
Pleasant to use, especially to sufferers from
eczema, and most refreshing in hot climates.
F. C. CALVERT & Co., Manchester, Eng.

68-1

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm.
With CHAMBER for 10 CARTRIDGES
FIRING 10 SHOTS IN 2 SECONDS.
STIESSSEN & CO.
Hongkong, 3rd October, 1900.

DAVID GORSALE & SON'S
MERCHANT NAVY
NAVY BOLDED
LONG FLAX
RELIANCE CROWN
"ARPAULING"
ARNHOLD, KARBBERG & CO.
Sole Agents.

AMOI ENGINEERING CO., LD. AMOI
CALL FLAG E.

REPAIR WORK to Steamers and
Launches. Castings in Brass and Iron.
Moderate charges. Work solicited.
J. D. EDWARDS,
Manager.

Amoy, 3rd December, 1903. 150
NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of *Daily Press* are on
sale daily at Mr. H. RUTONJEE'S
KOWLOON STORE, No. 36, Elgin Road.
Price 15 cents per copy cash.
Hongkong, 22nd December, 1903.

A GREAT DISCOVERY.

The amazing richness of the Australian Continent in healing roots and herbs has long been the wonder of scientists. For untold ages the natives of that country had only the juices and essences of these roots and herbs for medicine. How effective they proved, even in their crude form, is evidenced by the extraordinary health which the natives enjoyed as borne out by Captain Cook, the discoverer of Australia.

Not only from the writings of such men as Captain Cook, but from their own observations, scientists have for a long time been aware of the great superiority of vegetable medicines over those containing mineral poisons; and some years back, Mr. Charles Forde, an eminent scientist, conceived the idea of so utilising the essences of certain Australian plants that their healing properties might be made useful to modern man. By long and careful investigation and experiment, he at last gained the discovery of a natural vegetable substance which acted on the liver and digestive organs directly and more effectively than any medicine known. The best laboratories, the most modern plant, and all that science dictated as being best for the purpose, was requisitioned in the compounding of this substance into convenient medicine form, and the result of it all was the production a few years back of the most perfect medicine of modern times. This medicine was produced in the form of small beads, which, being prepared for retention on the liver, were called "Bile Beans."

Being the product of recent science, Bile Beans, on their first appearance, experienced a hard fight of science against prejudice; but the issue was soon decided by the public, with the result that Bile Beans began to rapidly displace the old, imperfect, and in some cases harmful medicines, which have been in use for fifty or sixty years, and which, like all old forms, are behind the times, and correspondingly imperfect. Most of these remedies contain bismuth, iron, or some harmful animal or mineral substance, and if taken in quantities, produce evils worse than those they may temporarily relieve. Bile Beans, without the slightest discomfort, prompt the liver and digestive organs to act in nature's normal way, leaving these organs strengthened and stimulated to continue the performance of their duties without further assistance. They produce a gentle action on the bowels, ridding the system of all impurities. Their price brings them within the reach of all, and they are the safest family medicine.

Bile Beans cure biliousness, indigestion, dizziness, constipation, piles, liver disorder, malarial fever, influenza, chills, spasms of the stomach, diarrhoea, fulness after meals, wind, nervous disorders, "that tired feeling," rheumatism, neuralgia and sciatica, kidney and urinary disorders, sleeplessness, headache, bad breath, sickness of the stomach, blood impurities, pimples, alopecia, scurfy, etc., and all ailments arising out of a disordered liver and faulty assimilation. Of all chemists and medicine vendors, 75 cents (Mex.) per bottle, 1909.

EXCURSION TO MACAO.

THE Splendid Steamer
"YING KING,"
Captain Page, will make an EXCURSION
TRIP TO MACAO on every SUNDAY,
leaving the Company's Wharf at the end of
Wing Lok Street, at 8.30 A.M., and returning
from Macao at 7.30 P.M. In Macao the steamer
berths at the Perseverance's Wharf.

First Class, Single Ticket... \$2 with Cabin \$3.00
Return Ticket... \$3 with Cabin \$5.00
Tiffin and Dinner may be had on board at
\$1 each meal.

YUK ON & CO., LD.

Hongkong, 3rd August, 1904. [1897]

INSURANCES

AACHEN AND MUNICH FIRE INSURANCE CO.
OF AIX-LE-CHAPPEL.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

REUTER, BROCKELMANN & CO.,
Agents.

Hongkong, 21st April, 1897. [199]

PHENIX FIRE OFFICE.

THE Undersigned are now prepared to
GRANT POLICIES of INSURANCE
against FIRE at Current Rates.

DOUGLAS LAURENCE & CO.
Agents for the Phoenix Fire Office.

Hongkong, 17th August, 1887. [2]

NORTHERN ASSURANCE CO.

FIRE and LIFE.

ESTABLISHED 1836.

THE Undersigned are prepared to accept
First Class Foreign and Chinese RISKS
against FIRE at Current Rates.

Also to accept proposals for LIFE ASSURANCE. Prospectuses on application.

TURNER & CO., Agents.

Hongkong, 23rd September, 1903. [267]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1903,
£16,899,550.

I. AUTHORIZED CAPITAL... £3,000,000.
Subscribed CAPITAL... £2,500,000.
PAID-UP CAPITAL... £657,500 0 0
II. FREE FUNDS... £3,956,550 12 3

The Undersigned AGENTS for the above
Company, are prepared to ACCEPT RISKS
against FIRE at Current Rates.

SHEWAN, TOMES & CO.,
Agents.

Hongkong, 18th June, 1904. [1838]

WESTERN ASSURANCE COMPANY OF
TORONTO AND LONDON.
INCORPORATED A.D. 1851.

MARINE BRANCH.

THE Undersigned having been appointed
AGENTS for the above are prepared to
accept risks at current rates.

ALEX. ROSS & CO.

Hongkong, 28th April, 1904. [1121]

UNION OF PARIS FIRE INSURANCE
COMPANY, LIMITED

THE Undersigned having been appointed
AGENTS for the above Company are
prepared to accept risks against Fire at current
rates.

STIESSSEN & CO.

Hongkong, 1st January, 1904. 105

THE CIGARETTES OF THE FUTURE.

ONCE SMOKED ALWAYS SMOKED.

E. D. PROTOPAPAS & CO.
ALEXANDRIA & CAIRO, EGYPT.
FINEST EGYPTIAN CIGARETTES.
TRADE MARK.

LOTUS.
Large Size \$5.00 per 100
Gold Tippos Medium Size
\$3.75 per 100
ZAFAR,
Large Size \$4.00 per 100
Medium Size \$4.25



KARIM,
Large Size \$3.75 per 100
Medium Size \$3.50
THABIT,
Large Size \$3.00 per 100
Medium Size \$2.75 per 100

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1615] **KRUSE & CO., CONNAUGHT HOUSE.**

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mitsui BUSSAN KAISHA
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HONGKONG BRANCH:—PRINCE'S BUILDINGS, 100 HOUSE STREET

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CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenal and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Hokoku, Honda, Kanada, Fujinotani, Mameda, Mannoura, Onoura Otsuji, Sasahara Tamakuro, Yoshinotani, Yoshio, Yumehara, and other Coals.

S. MINAMI, Manager, Hongkong.



MITSU BISHI GOSHI-KWAISHA
(MITSU BISHI CO.)

COAL DEPARTMENT

MARUNO-UCHI, TOKYO.
Cable Address, "IWASAKI,"
which applies to all Branch Offices and Hongkong and Shanghai Agencies.

AI, ABC 5th Edition, Western Union Codes used.

All Letters Addressed—
MANAGER, MITSUBISHI CO., with name of place under.

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NAGASAKI, MOJI, KOBE, KARATSU
AND HANKOW.

AGENCIES:—
SHANGHAI: H. J. H. TRIPP.
HONGKONG: H. U. JEFFRIES.

MANILA: COMPANIA MARITIMA.
YOKOHAMA: M. ASADA.

CONTRACTORS OF COAL to the Imperial Japanese Navy and Foreign Navies; the Imperial Arsenal; the Imperial Railway; Sanyo, Kinshu and the other Principal Railways; Industrial Works; Home and Foreign Mail and Freight Steamers.

EXPORTERS OF COAL to Hongkong, Shanghai, Hankow, Singapore, Manila, North China, Korean ports and America.

SOLE PROPRIETORS of Takashima, Ochi, Shimizu, Natsuzawa and Kami-Yamada Collieries and also Hojo Colliery, which will be ready to produce on a large scale the best Luzon Coal from 1905.

Sole Agents for Kigio, Komatsu (Tagawa) and Matsushima Coals.

The Head and Branch Offices and the Agencies of the Company will receive any order for Coals produced from the above Collieries.

Coal sold in 1903 by the Company amounted to 1,210,000 tons.

TAKASHIMA COAL.
New and additional shafts at the Takashima Colliery have been completed and this well-known best and most economical steam coal in the East is now produced in abundance and can be supplied in any quantity.

Hongkong, 26th April, 1904. [112]

"THE EAST OF ASIA."

(Published Quarterly).

CONTAINING Articles of Special Interest,
Profusely Illustrated, descriptive of the people, Customs, &c. of the Far East.

The kindly Press criticisms, both Continental and American, that the production of this Magazine has evoked is eloquent testimony of its sterling merit of the publication.

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Hongkong, 14th February, 1903.

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CODE WORD: "DOCK," NAGASAKI.
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DOCK No. 1 (at TATEGAMI).
Extreme Length... 523 feet.
Length on Blocks... 515 "
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Water on Blocks at Spring Tides 26 1/2 "

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Extreme Length... 371 feet.
Length on Blocks... 350 "
Width of Entrance on Top... 65 "
Width of Entrance on Bottom... 51 "
Water on Blocks at Spring Tide 21 "
PATENT SLIP (at KOSUJIN).
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the
LATEST IMPROVEMENTS and can
execute any kind of work in SHIPBUILD-
ING and MARINE ENGINEERING as well
as in REPAIRING OF SHIPS.

THE COMPANY has a SALVAGE
STEAMER, 712 TONS GROSS, FITTED
WITH POWERFUL SALVAGE PLANT
READY AT SHORT NOTICE 1703

CARBOLINEUM-AVENARIUS

FOR PRIVATE CUSTOMERS IN
TINS OF 4 LBS. AT \$8.10
Per Tin.

Known all over the World as a thoroughly
effective preserver of Wood against White Ants
Fungus, Dry-rot, Decay.
Number of Testimonials from Authorities as
well as from Private Customers.

LUTGENS, EINSMANN & CO.
Sole Agents for China.
Hongkong, 19th July, 1904. 161-

CARTRIDGES.

IMPORTED EVERY MONTH, THERE
FORE ALWAYS FRESH

ELEY'S, SCHULTZ'S, AMBERITE
and KYNOK'S SPORTING
CARTRIDGES 8, 10, 12, 16, and 20 BORE,
and NEWCASTLE CHILLED SHOT in
all Sizes, Nos. 10 to S&S&G. AIR GUNS and
AMMUNITION in Variety.

WM. SCHMIDT & CO.
Hongkong 28th November 1902

PURE FRESH WATER.

THE HONGKONG STEAM
BOAT CO., LD., is prepared
ANY QUANTITY of PURE
WATER to the Shipping and to supply
Boilers.
Call Flag W.

J. W. KEW,
Manager,
1st Floor, 37, Connaught Road.
Hongkong, 13th June, 1903. [1473]

MAIL TABLES

FOR 1904.

Mounted on Card... 30

SHIPPING.

ARRIVALS.

HONGKONG, French str., 142, A. Suzzani, 17th Aug., Haiphong and Hanoi 16th Aug. General.—A. R. Marry.

KANSU, British str., 142, W. Baddley, 17th Aug., Tientsin via Weihaiwei and Chiao 16th Aug. General.—Batterfield & Swire.

KORAT, German str., 1498, H. Hirshner, 16th Aug., Singapore 16th July, and Bangkok 9th Aug. General.—Norddeutscher Lloyd.

SAMSEN, German str., 395, Behwaldt, 17th Aug., Kolschlag 11th Aug. Rice.—Melchers & Co.

SUHAN, British str., 1776, James Young, 17th Aug., Peking (Jawa) 3th Aug. Sugar.—Jardine, Matheson & Co.

WOSANG, British str., 1127, Malkin, 17th Aug., Canton 16th Aug. General.—Jardine, Matheson & Co.

Yochow, British str., 1306, J. H. Brown, 17th Aug., Shanghai 13th Aug. Rice.—Batterfield & Swire.

CLEANANCES.

AT THE HONGKONG MASTER'S OFFICE.

Hue, French str., for Kowloon.

Lepanto, Am. str., for Manila.

Pilgrimage, German str., for Swatow.

Taiwan, British str., for Shanghai.

DEPARTURES.

17th August.

APENRADE, German str., for Haiphong.

EMPIRE, British str., for Australia.

GNEISENAU, German str., for Shanghai.

KANSU, British str., for Canton.

KWANGSANG, British str., for Canton.

MATHILDE, German str., for Swatow.

MEHFOO, Chinese str., for Shanghai.

MEYER, British str., for Singapore.

PREUSSEN, German str., for Europe.

TRIUMPH, German str., for East Ports.

WAISTING, British str., for Shanghai.

Yochow, British str., for Canton.

VESSELS IN DOCK.

17th August.

ABERDEEN DOCK.—

Kowloon Dock.—U. S. S. Pathfinder.

Shanghai, H.M.S. Leviathan, Lathian, Wengchi, Wang Chai, Anglin, Changshu.

COSMOPOLITAN DOCK.—

VESSELS ON THE BERTH

THE EAST ASIATIC COMPANY, LIMITED.

FOR MARSEILLES, HAVRE, COPENHAGEN AND BALTIC PORTS.

THE Danish Steamer

"PRINS VALDEMAR," Captain Koch, will be ready to load on or about SATURDAY, the 20th August.

For Freight or Passage, apply to MELCHERS & CO., Agents.

Hongkong, 18th July, 1904. [1843]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

"AUSTRIA," Captain Colledani, will leave for the above places on SUNDAY, the 21st inst. at DAYLIGHT.

For Freight or Passage, apply to SANDER, WIELER & CO., Agents.

Princes' Buildings, Hongkong, 16th August, 1904. [13]

STEAMSHIP SERVICE TO NEW YORK VIA SUEZ CANAL.

(With liberty to call at Philippine Ports.)

THE Steamship

"HUDSON," will be despatched on or about the 15th September.

For Freight or further information, apply to STANDARD OIL COMPANY OF NEW YORK, Oriental Freight Department.

Hongkong, 25th July, 1904. [1844]

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK SUEZ VIA CANAL.

THE Steamship

"EPSOM," Captain J. White, will be despatched for the above port on SATURDAY, the 3rd September.

For Freight, apply to SHEWAN, TOMES & CO., General Agents.

Hongkong, 5th August, 1904. [1630]

HONGKONG-CANTON LINE.

THE British steamship

"YING KING," Captain E. J. Page, of 1088 tons, Registered, is the fastest and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 p.m. and returning from Canton every following evening at 5 p.m.

1st Class ... \$3.00 for single journey

2nd ... 1.50

3rd ... 1.00 each

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LD.

No. 216, Wing Lok Street.

Hongkong, 27th February, 1904. [17]

NO. RESPONSIBLE FOR DEBTS

NEITHER THE CAPTAIN, THE AGENTS, NOR THE OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during the stay in Hongkong Harbour:

McBryde—Ecclers, 4-m. barque, T. McBryde—Standard Oil Co.

INKVU, British str., Pearce—Arabia, Karberg & Co.

LYNDHURST, British 4-m. barque, Pearce—Standard Oil Co.

KENTMERE, British Ship, T. E. Burch—Standard Oil Co.

E. B. SUTTON, American barque, Johnson—Order.

EVIE J. RAY, American barque, Kastin—Sander, Weller & Co.

SOKORO, British 4-m. barque, Wm. Bourke—Standard & Co.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP, VIA SINGAPORE, & C.	BORNEO	Brit. str.	G. W. Gordon	P. & O. S. N. Co.	About 19th inst.
LONDON, AC. VIA PORTS OF CALL.	COROMANDEL	Brit. str.	G. M. Montford	P. & O. S. N. Co.	27th inst. at Noon.
LONDON, AMSTERDAM & ANTWERP	PELLOS	Brit. str.	Butterfield & Swire	Butterfield & Swire	30th inst.
LONDON, AMSTERDAM & ANTWERP	CLAUDUS	Brit. str.	Butterfield & Swire	Butterfield & Swire	13th Sept.
MARSEILLES, AC. VIA PORTS OF CALL.	TROUS	Brit. str.	Butterfield & Swire	Butterfield & Swire	27th Sept.
MARSEILLES, HAVRE, COPENHAGEN, & C.	TOURANE	French str.	Girard	MESSAGERIES MARITIMES	23rd inst. at 1 p.m.
MARSEILLES, LONDON & ANTWERP	P. VALDEMAR	Dan. str.	Kock	MELCHERS & CO.	Quick despatch.
BREMEN, VIA PORTS OF CALL.	BENVOELICH	Brit. str.	Thomson	GIBB, LIVINGSTON & CO.	About 7th Sept.
HAVRE & HAMBURG	GNEISENAU	Ger. str.	H. Bleeker	MELCHERS & CO.	14th Sept., Noon.
HAVRE & HAMBURG	SPEZIA	Ger. str.	Miltzoff	HAMBURG-AMERIKA LINIE	27th inst.
HAVRE & HAMBURG	ANDALUSIA	Ger. str.	Filler	HAMBURG-AMERIKA LINIE	10th Sept.
HAVRE & HAMBURG	SAMBIA	Ger. str.	Luning	HAMBURG-AMERIKA LINIE	20th Sept.
HAVRE & HAMBURG	SCANDIA	Ger. str.	Behrens	HAMBURG-AMERIKA LINIE	4th Oct.
HAVRE & HAMBURG	SUEVIA	Ger. str.	von Dohren	HAMBURG-AMERIKA LINIE	18th Oct.
TRIESTE, AC. VIA SINGAPORE, & C.	MYONETHSHIRE	Brit. str.	G. C. Cundy	SANDER, WIELER & CO.	7th Sept.
GENOA, MARSEILLES & LIVERPOOL	NIPPON	Brit. str.	Mistorigo	Butterfield & Swire	21st inst. p.m.
GENOA, MARSEILLES & LIVERPOOL	SARDEEN	Brit. str.	Butterfield & Swire	Butterfield & Swire	22nd Sept.
NEW YORK, VIA PORTS & SUEZ CANAL	L. CASTLE	Brit. str.	Dodwell & Co. Ltd.	Dodwell & Co. Ltd.	About 20th inst.
NEW YORK VIA SUEZ CANAL	ERBOS	Brit. str.	J. White	SHEWAN, TOMES & CO.	3rd Sept.
NEW YORK VIA SUEZ CANAL	HURDON	Brit. str.	J. White	STANDARD OIL CO.	About 15th Sept.
VANCOUVER, VIA SHANGHAI, & C.	E. OF INDIA	Brit. str.	H. A. Haraldsen	CANADIAN PACIFIC R. CO.	24th inst.
VANCOUVER, VIA SHANGHAI, & C.	ATHENIAN	Brit. str.	W. M. Smith	CANADIAN PACIFIC R. CO.	12th Oct.
VICTORIA (B.C.) & TACOMA VIA JAPAN	SHAWMUT	Brit. str.	W. M. Smith	DODWELL & CO., LIMITED	31st inst.
VICTORIA (B.C.) & SEATTLE VIA N'SAKI, & C.	TELEMACHUS	Brit. str.	Bahle	BUTTERFIELD & SWIRE	7th Sept.
PORTLAND, OREGON	CHANGSHA	Brit. str.	Moore	PORTLAND & ASIATIC CO.	25th inst.
AUSTRALIAN PORTS	OSANPO	Brit. str.	G. G. Graham	BUTTERFIELD & SWIRE	13th Sept.
KOBE	AUSTRIA	Aust. str.	Colledani	DODWELL & CO., LTD.	2nd inst.
SHANGHAI, YOKOHAMA & KOBE	FORMOSA	Brit. str.	R. H. W. Snow	SANDER, WIELER & CO.	21st inst. D'light.
SHANGHAI, KOBE & YOKOHAMA	E. SHIMON	Brit. str.	Butterfield & Swire	P. & O. S. N. Co.	About 23rd inst.
CHUSAN	CHUSAN	Brit. str.	A. Thompson	P. & O. S. N. Co.	About 25th inst.
AMOI, STRAITS & HANGKONG	PUNDA	Brit. str.	Jardine, Matheson & Co.	JARDINE, MATHESON & CO.	24th inst. D'light.
TAMUL, VIA SWATOW & AMOI	M. STRUVE	Jap. str.	T. Brandt	OSAKA SHOSHEN KAISHA	21st inst. 10 a.m.
TAMUL, VIA SWATOW & AMOI	FRITHJOF	Jap. str.	H. A. Haraldsen	OSAKA SHOSHEN KAISHA	21st inst. 10 a.m.
ANPING, VIA SWATOW & AMOI	TRITOS	Jap. str.	H. Kraft	OSAKA SHOSHEN KAISHA	24th inst. 10 a.m.
SWATOW & TIENSIN	WOSANG	Jap. str.	Malkin	JARDINE, MATHESON & CO.	To-day, at 4 p.m.
SWATOW, AMOI & POCHONG	HAICHING	Brit. str.	Hodgins	DOUGLAS LAFRAIK & CO.	20th inst. 2 p.m.
SWATOW, CHEFOO & TIENSIN	KANSU	Brit. str.	Baddley	BUTTERFIELD & SWIRE	25th inst.
MANILA	YUENSANG	Brit. str.	T. M. Meyrick	JARDINE, MATHESON & CO.	To-morrow, 4 p.m.
MANILA DIRECT	RUBI	Brit. str.	R. W. Almond	SHEWAN, TOMES & CO.	20th inst. 10 a.m.
MANILA	SHAWMUT	Brit. str.	W. M. Smith	DODWELL & CO., LTD.	About 20th inst.
MANILA	TAMING	Brit. str.	Butterfield & Swire	Butterfield & Swire	About 23rd inst.
MANILA DIRECT	KIANGONG	Brit. str.	R. Rodger	SHEWAN, TOMES & CO.	27th inst. 10 a.m.
CEBU & LOILO	MAUSANG	Brit. str.	E. Finlayson	BUTTERFIELD & SWIRE	To-morrow.
KUPAT & SANDAKAN	NAMSANG	Brit. str.	S. J. Payne	JARDINE, MATHESON & CO.	21st inst. 2 p.m.
SINGAPORE, PENANG & CALCUTTA	NAMSANG	Brit. str.	G. Payne	JARDINE, MATHESON & CO.	22nd inst. 3 p.m.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS—POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 23rd August, 1904, at 1 p.m., the Company's Steamship "TOURANE," Captain Girard, with Mail, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSSHIPMENT.

This Steamer connects at COLOMBO with the Australian line s.s. "Armand Bélic," bound for MARSEILLES via BOMBAY and ADEN. Cargo and Specie will be registered for London as well as for Marcellus and accepted in transit through Marcellus for the principal places of Europe.

Shipping Orders will be granted till Noon only on Monday, the 22nd August. Specie and Parcels received until 4 p.m. on the same day. No Cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 10th August, 1904. [2]

"SHIRE" LINE STEAMSHIP CO.

FOR HAVRE, LONDON AND ANTWERP.

THE Company's Steamship

"MERIONETHSHIRE," Captain G. C. Cundy, will be despatched for the above ports on WEDNESDAY, the 7th September.

This steamer has superior accommodation for Saloon passengers.

For Freight or Passage, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 11th August, 1904. [1638]

HONGKONG-MACAO LINE.

S.S. "WING CHAI," Captain Samuel Bel Smith.

DEPARTURES from Hongkong on week days, at 7.30 a.m., on Excursion Sundays at 8.30 a.m.; from Macao week days at about 2 p.m. and Sundays about 7.30 a.m.

FARE—(week days) 1st Class (including cabin and servant), \$3. Return Ticket \$5. 2nd Class \$1. 3rd Class 50 cents.

On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Tiffin and Dinner either on board or at Macao Hotel \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more Passengers.

Wharf at the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip Every Sunday, and takes only 34 hours to reach Macao.

MING ON & CO.

2nd Floor, 16, Victoria Street.

Hongkong 8th September, 1903.

STEAM TO CANTON.

REDUCED FARES.

THE Commodious Steel Twin Screw Steamer "TAI ON."

Captain J. Lawrence, leaves the Tung Yik Wharf, Praya West, on MONDAYS, WEDNESDAYS and FRIDAYS at 8.00 p.m., returning from Canton on TUESDAYS, THURSDAYS and SATURDAYS, at 5 p.m.

FARES—

Saloon ... \$2.00

Chinese Saloon ... \$1.00

2nd Class ... 0.60

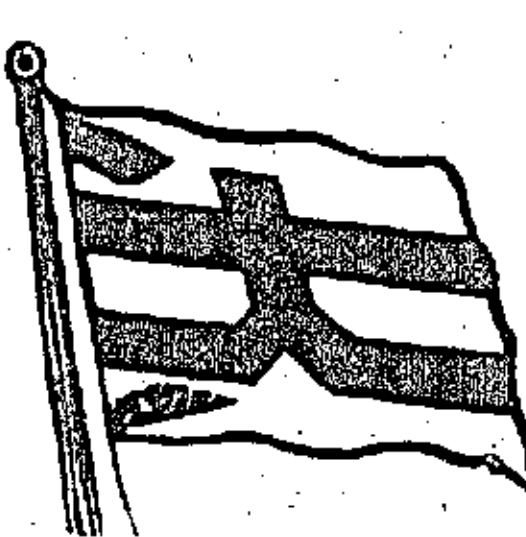
Stowage ... 0.20

This well-known steamer has been fitted throughout with Electric Light. Unrivalled in speed, excellent cuisine, best brands of accommodation, excellent spirits at moderate charges.

Wines and SPIRITS ON S.S. CO.

YIK ON S.S. CO.

309, Des Vaux Road Central, Hongkong, 9th July, 1904. [1674]



OSAKA SHOSHEN KAISHA

REGULAR STEAMSHIP SERVICES BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMUL, VIA SWATOW AND AMOI	"M. STRUVE"	SUNDAY, 21st Aug., at 10 a.m.
ANPING, VIA SWATOW AND AMOI	"TRITOS"	WEDNESDAY, 24th Aug., at 10 a.m.
TAMUL, VIA SWATOW AND AMOI	"H. KRAFT"	Aug., at 10 a.m.
AND AMOI	"FRITHJOF"	SUNDAY 28th Aug., at 10 a.m.

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal service. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8 Des Vaux Road Central.

Hongkong, 15th August, 1904. T. ARIMA, Manager [15]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR

STEAMERS

TO SAIL

REMARKS.

LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, and PORT SAID	BORNEO	G. W. Gordon, R.N.R.	About 19th August	Freight and Passage.
SHANGHAI and KOBE (Passing through the Inland Sea)	FORMOSA	B. H. W. Snow	About 23rd August	Freight and Passage.
SHANGHAI	CHUSAN	A. Thompson	About 25th August	Freight and Passage.
LONDON, & C.	COROMANDEL	G. M. Montford, R.N.R.	Noon, 27th August	See Special Advertisement.

For further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 18th August, 1904. [1]

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
SHAWMUT	9,606	W. M. Smith	Wednesday, August 31st
TREMONT	9,606	T. W. Gerlick	Saturday, October 1st

↑ Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

S.S. SHAWMUT, 9,606 tons. W. M. Smith. About 20th August.

S.S. TREMONT, 9,606 tons. T. W. Gerlick. About 10th September.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—

DODWELL & CO., LIMITED, GENERAL AGENTS.

QUEEN'S BUILDINGS, Hongkong, 11th August, 1904. [7]



HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESSES carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila direct.	Sat. 20th Aug., 10 a.m.
ZAFIRO	2540	R. Rodger	Manila direct.	Sat. 27th Aug., 10 a.m.

For Freight or Passage apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 15th August, 1904. [16]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF INDIA"	6,000 Tons	WEDNESDAY, 24th Aug.
R.M.S. "EMPRESS OF JAPAN"	6,000 Tons	WEDNESDAY, 21st Sept.
R.M.S. "ATHENIAN"	3,882 Tons	WEDNESDAY, 12th Oct.
R.M.S. "EMPRESS OF CHINA"	6,000 Tons	WEDNESDAY, 19th Oct.
R.M.S. "TARTAR"	4,425 Tons	WEDNESDAY, 2nd Nov.

Hongkong to London, 1st Class ... via St. Lawrence 200 ... via New York 262.

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL...	"IDOMENEUS"	On 18th August.
GLASGOW and LIVERPOOL...	"TYDEUS"	On 26th August.
GLASGOW and LIVERPOOL...	"ANTENOR"	On 2nd September.
GLASGOW and LIVERPOOL...	"TELEMACHUS"	On 4th September.

OUTWARDS.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
GENOA, MARSEILLES and LIVERPOOL...	"SARPEDON"	On 18th August.
LONDON, AMSTERDAM and ANTWERP...	"PELEUS"	On 30th August.
LONDON, AMSTERDAM and ANTWERP...	"GLAUCUS"	On 13th September.
GENOA, MARSEILLES and LIVERPOOL...	"IDOMENEUS"	On 22nd September.
LONDON, AMSTERDAM and ANTWERP...	"TYDEUS"	On 27th September.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS...	"TELEMACHUS"	On 7th September.

For Freight, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 17th August, 1904.

[10-11]

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
CEBU and LOILO...	"KAIFONG"	On 19th August.
MANILA...	"TAMING"	On 23rd August.
SWATOW, CHEFOO and TIENTSIN...	"KANSU"	On 25th August.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE...	"CHANGSHA"	On 13th September.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports, and taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 18th August, 1904.

[12]

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

(PROJECTED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
SWATOW & TIENTSIN...	"WOSANG"	Thursday, 18th Aug., 4 P.M.
MANILA...	"YUENSANG"	Friday, 19th Aug., 4 P.M.
SINGAPORE, PENANG & CALCUTTA...	"NAMSANG"	Monday, 22nd Aug., 3 P.M.
KUDAT & SANDAKAN...	"MAUSANG"	Wednesday, 24th Aug., 2 P.M.

* These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
* Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
GENERAL MANAGERS.

Hongkong, 16th August, 1904.

[1838]

REGULAR
STEAMSHIP SERVICE TO NEW
YORK.
VIA PORTS AND SUEZ CANAL
(WITH LIBERTY TO CALL AT PHILIPPINE
PORTS).

PROPOSED SAILINGS FROM HONGKONG,
1904.

"LOWTHER CASTLE" ... 20th Aug.
"ATHOLL" ... 24th Sept.
For Freight and further information, apply to
DODWELL & CO., LD.,
Agents.

Hongkong, 9th August, 1904.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-
TRALIA, INDIA, ADEEN, EGYPT,
MEDITERRANEAN PORTS.
PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL
AMERICAN AND SOUTH AFRICAN PORTS.
THE Steamship

"COROMANDEL,"
Captain G. M. Montford, R.N., carrying His
Majesty's Mails, will be despatched from this
for Bombay, etc., on SATURDAY, the 27th
AUGUST, at Noon, taking passengers and
cargo for the above ports in connection with the
Company's s.s. "Molavia," 3,500 tons, from
Colombo, Passengers' accommodation in which
vessel is secured before departure from Hong-
kong.

Silk and Valuables, all cargo for France, and
Tea for London (under arrangement) will be
transhipped at Colombo into the Mail steamer
proceeding direct to Marseilles and London;
other cargo for London, etc., will be conveyed
from Bombay by the R.M.S. "Victoria," due
in London on the 9th October.
Passes will be received at this Office until
4 P.M. the day before sailing. The contents and
value of all packages are required.
For further particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 15th August, 1904.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS
in CHINA and JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
South America, in connection with the
ORIENTAL STEAM NAVIGATION CO.'s fortnightly
service hence to CALCUTTA. Sailings from
CALCUTTA for CAPE PORTS every fortnight.
For Freight and further particulars,
apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 6th August, 1897.

THE new and fast Twin-Screw Steamer
"SAN CHEUNG,"
551 Tons, Captain A. Murphy, will leave for
Canton at 3.30 P.M. on SUNDAYS, TUES-
DAYS and THURSDAYS and return to
Hongkong on the following days, leaving Canton
at 5 P.M. Excellent accommodation, electric
light, and perfect cuisine. Wharf at Hongkong
near Harbour Office.

First-class Fare, \$3 each way. Second-
class, \$1.50 each way. Meals, \$1 each.
Cargo Freight very moderate.
CHEUNG ON STEAMBOAT CO., LD.
No. 147, Connaught Road Central,
Hongkong, 15th March, 1904.

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NOTICES TO CONSIGNEES

STEAMSHIP "MANCHE"
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. *Bayard*, from Havre ex s.s. *Bayard*, from Bordeaux ex s.s. *Ville de Rochefort*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 10 A.M. To-day, 12th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Friday, the 19th August, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 19th August, or they will not be recognised. All damaged packages will be examined on Friday, the 19th August, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 12th August, 1904.

GOLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of Ice, Storage available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sundays excepted to receive and deliver perishable goods.

WM. PARLANE, Manager.
Hongkong, 18th November, 1901.

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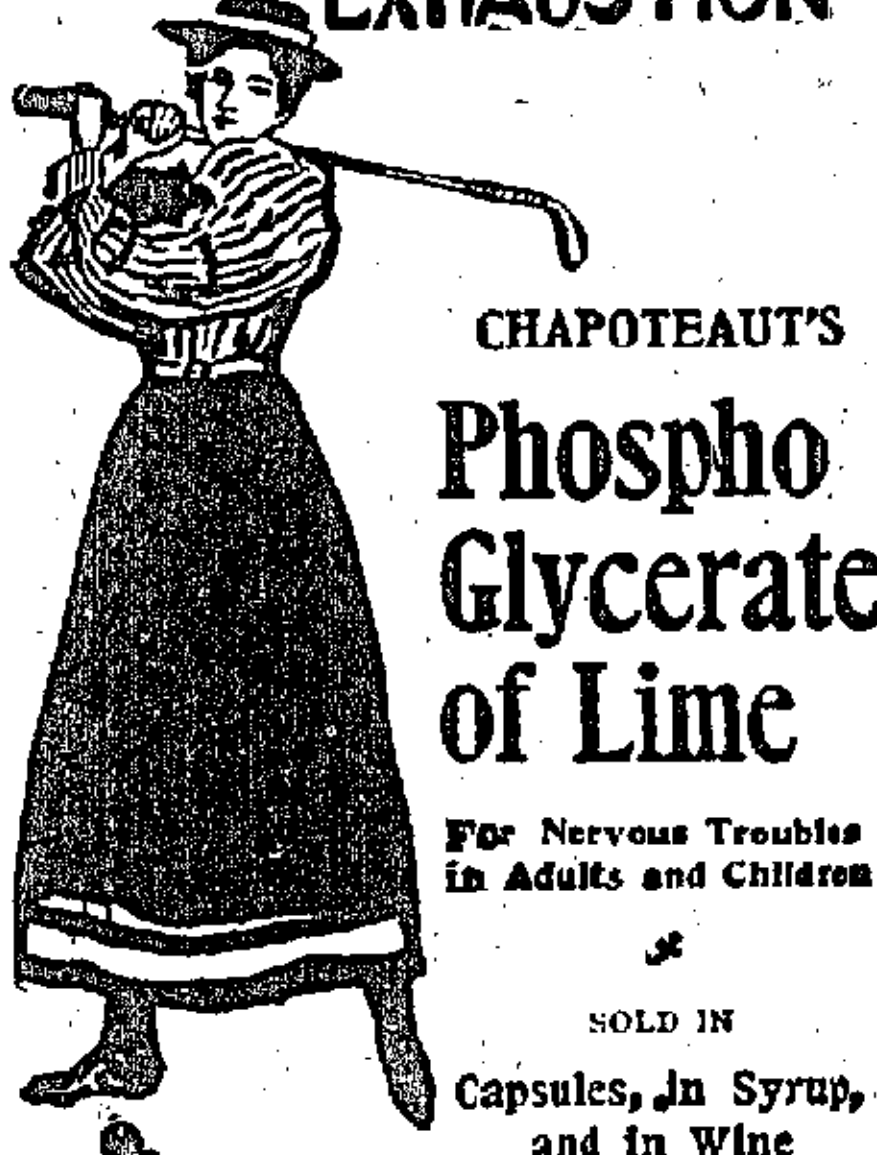
MARTIN'S APOLLO STEEL PILLS

A French Remedy for all Irrregularities. Thousands of Letters from all parts of the world testify to the efficacy of this medicine. It is a purely vegetable preparation, and is entirely free from any harmful effects. It is sold in all the principal Pharmacies and Chemists.

MARTIN, Chemist, SOUTHAMPTON, ENGLAND.

76

FOR NERVOUS EXHAUSTION



Increases vital energy and nerve force.
Full instructions with each bottle.

CHAPOTEAUT-PARIS, FRANCE
1283-4

THE

JOB PRINTING DEPARTMENT

OF THE

"HONGKONG DAILY PRESS"

IS REplete WITH ALL THE LATEST
AND MOST UP-TO-DATE APPLI-
ANCES FOR THE PRODUCTION OF
FIRST-CLASS WORK.

ALL DESCRIPTIONS OF
ILLUSTRATED
CATALOGUES,
CIRCULARS,
VISITING CARDS,
AND

COMMERCIAL
PRINTING

TURNED OUT ACCURATELY, AND
WITH THE GREATEST DESPATCH,
UNDER THE DIRECT SUPERVISION
OF EXPERIENCED EUROPEANS.

BOOK BINDING,
MACHINE RULING,
GOLD LETTERING,
AND
MARBLING, ETC.,

ALL EXECUTED ON THE PREMISES
AT THE SHORTEST NOTICE.

LAW WORK,
LEDGERS AND ACCOUNT
BOOKS

AT PRICES WHICH COMPARE
FAVOURABLY WITH ANY OTHER
PRINTING ESTABLISHMENT IN THE
FAR EAST. ESTIMATES FURNISHED

Hongkong, 1904.

VISITORS AT HOTELS

HONGKONG HOTEL.	HONGKONG HOTEL.
Mr. L. Albert	Mr. R. Lewis
Mr. W. M. Anderson	Mr. D. Macdonald
Mr. E. Beattie	Mr. R. J. Macgowan
Mr. & Mrs. J. E. Bing-	Mr. T. S. McArthur
ham and child	Mr. C. Gordon Mackie
Mr. J. J. Birbeck	Dr. O. Marriott
Miss Hiney	Mr. R. R. Martin
Mr. & Mrs. B. B. Boney	Mr. & Mrs. E. M. Meikle
Mr. W. S. Bisset	Mr. P. L. Miller
Miss Milton	Mr. G. A. Mor
Mr. & Mrs. R. W. Boggan	Mr. & Mrs. E. V. Moon
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Mr. W. G. Clark	Mr. G. J. North
Mr. T. Clark	Mr. & Mrs. J. A. Pattie
Mr. E. T. Colson	Mr. A. G. Potter
Mr. G. Cunningham	Miss F. L. P. P. P. P.
Mr. A. J. Darby	Mr. G. R. Putnam
Mr. F. O. Davies	Mr. F. E. Rayner
Mrs. J. T. Davies	Dr. L. E. Reel
Mr. C. J. Davies	Mr. J. B. Reid
Mr. E. B. Deacon	Mr. G. R. Sayer
Mr. G. Dea	Mr. E. T. D. Sayle
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Capt. & Mrs. J. Douglas	Mr. C. Skott
Mr. T. C. Downing	Mr. J. D. Sloan
Mrs. C. G. Edwards	Mrs. A. Souerville
Mr. A. Emerson	Mr. G. Souerville
Mr. W. Fletcher	Mr. G. H. Stewart
Mr. H. G. Fisher	Mr. R. T. T. T. T.
Mr. C. Glover	Miss Tebbitt
Mr. F. Graham	Mr. C. B. Thomas
Capt. T. A. Hall	Mr. D. Thomsen
Mr. H. Harding	Mr. D. Thomsen
Mr. E. B. Haydon	Mr. D. Thomsen
Mr. R. E. H. Hendry	Mr. J. L. Wenzels
Rev. J. J. J. J.	Mr. Whitton and child
Mr. E. John sen	Mr. Phillip Wolf
Mr. & Mrs. E. Joseph	Mr. and Mrs. G. Gordon
Mr. E. A. Katsch	Mr. W. S. Wyle
Mr. J. Kirkwood	
Mr. and Mrs. L. O. Liv-	
ing	

77

Mr. M. P. Beattie

Mr. J. M. Beattie

Major Benson, A.P.D.

Mrs. Benson

Mr. and Mrs. Bouchier

Lieut. Col. F. W. Bunney

Mrs. Bunney

Mr. A. Chapman

Major A. A. Chichester

Mrs. A. A. Chichester

Mr. A. Chichester

Lieut. A. Dymock

Mrs. Playelle

Major French

Mr. A. D. Galloway

Mr. and Mrs. A. Gumbert

Major Hamilton

Mr. Hammer

Mr. A. E. Hasson

Mr. Holborn

Mr. D. Hudg

Mr. H. U. Joffries

Mr. F. L. Kohler

Mr. & Mrs. B. McDermott

Mr. H. Martin

Mr. & Mrs. Herbert

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Mr. & Mrs. Herbert

Mr. & Mrs. Herbert

Mr. & Mrs. Herbert

Mr. & Mrs. Herbert

Mr. & Mrs. Herbert

SHIPPING

SHIPPING IN PORT.

STEAMERS.

ANGLO, German str., 1,001, F. Schaefer, 11th
August.—Bangkok 3rd August, Rice and
Wood.—Butterfield & Swire.

ANGLO-AUSTRALIAN, British str., 2,381, O. H.
Lewis, 11th Aug.—New York via Cape of
Good Hope 11th June, Case Oil.—Standard
Oil Co.

BAELSBURG, German str., 1,500, H. Wendt,
6th August.—Kobe 31st July and Moji 2nd
August.—General and Coals.—Nippon
Yusen Kaisha.

BHIN, THUAN, French str., 983, R. Lagasne,
Kutchinotzu 6th August, Coal.—Bradley
& Co.

CHANGSHA, British str., 2,300, T. Moore, 15th
August.—Sydney 19th July and Manila
12th August, General.—Butterfield & Swire.

CHOWA, German str., 1,055, T. Spinnen, 12th
August.—Kuchinotzu 6th August, Atter-
Butterfield & Swire.

CHUKONG, British str., 487, Dasey, 12th July,
—Manila 7th July, Ballast.—Chinese.

DEVANAGIRI, German str., 1,037, Chr. Kum-
pel, 11th August.—Bangkok 4th August,
Rice.—Butterfield & Swire.

EMMA LUYKEN, German str., 1,160, Martens,
—28th July.—Singapore 22nd July, Sugar
and Nuts.—Chinese.

EMPEROR OF INDIA, British str., 3,032, O. P.
Marshall 16th August.—Vancouver 25th
July and Shanghai 13th August, Mails
and General.—C. P. R. Co.

FOOSHING, British str., 1,423, Thos. Arthur,
14th August.—Moji 8th August, Coals.—
Jardine, Matheson & Co.

HAMOI, French str., 758, P. Mercies, 12th
Aug.—Haiphong 9th Aug. and Hoihow
11th. Pigs and General.—A. R. Marty
& Co.

HINSANG, British str., 1,335, D. E. Sawyer, 9th
August.—Saigon 5th August, Rice.—Jar-
dine, Matheson & Co.

HUE, French str., 705, Godin, 16th Aug.—
Haiphong and Hoihow 15th Aug. General.
—A. R. Marty.

KAIFONG, British str., 1,024, E. Finlayson,
14th Aug.—Cebu and Hoihow 10th Aug.
Hamp, Sugar and Sapwood.—Butterfield
& Swire.

KARIN, Swedish str., 697, G. Peterson, 15th
August.—Sourabaya 5th Aug. Sugar—
Sander, Wieler & Co.

KENSINGTON, British str., 2,247, Dover, 14th
July.—Callao via Panama and Yokohama
24th May, General.—Order.

KEONGWAI, German str., 1,115, W. Moller-
mann, 6th August.—Bangkok 29th July,
Rice and Teak Squares.—Norddeutscher
Lloyd.

LAERTES, British str., 1,341, J. B. Jackson,
Saigon 9th August, Rice and Meal.—
Chinese.

LEGASPI, American steamer, 561, Yribar, 15th
August.—Manila 12th August, General.—
Barretto & Co.

LOTHIAN, British str., 1,222, J. C. Williamson,
14th August, Salim Cruz 30th June.—
China Commercial S. S. Co.

MAUSANG, British str., 1,044, S. J. Payne, 10th
August.—Sandakan 4th August, Timber.
—Jardine, Matheson & Co.

MATHILDA, Norwegian str., 2,230, H. Taarvig,
21st July.—Kutchinotzu 15th July, Coal.
—Mitsui Bussan Kaisha.

MERCEDER, British str., 3,000, J. S. McGregor,
11th August.—Weihaiwei 4th August,
Ballast.—Order.

NAMSANG, British str., 4,035, G. Payne, 13th
August.—Calcutta 19th July and Singa-
pore 8th August, General.—Jardine, Mathe-
son & Co.

OCAMPO, British str., 1,311, G. G. Graham,
18th August.—Mororan 6th August, Coal.
—Dodwell & Co.

OVID, British str., 2,086, Cubitt, 11th August,
—Kutchinotzu 4th August, Coal.—M. B.
Kaisha.

PERANANG, German str., 1,021, Schmalfluss,
11th Aug.—Bangkok 4th August, Rice.—
Butterfield & Swire.

ROEMHOUT, British str., 1,391, Jackson, 5th
August.—Venice 26th June, Oil.—Stand-
ard Oil Co.

RUB, British str., 1,611, R. W. Almond, 15th
August.—Manila 13th August, General.
—Shevan, Tones & Co.

SHANUNG, British str., 1,837, J. Marnoch,
8th August.—Java ports 30th July.
General.—Butterfield & Swire.

SIXH, British str., 3,216, James Rowley, 5th
July.—New York 4th May, General.—
Dodwell & Co.

TAIFU, German str., 1,083, C. Ueberfeldt, 11th
August.—Saigon 6th August, Rice and
Rice-flour.—East Asiatic Trading Co.

TAIWAN, British str., 1,109, Harder, 16th Aug.,
—Canton 15th August, General.—Butter-
field & Swire.

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